



## CITY OF LODI

## COUNCIL COMMUNICATION

AGENDA TITLE: Traffic Resolution Amendment - Approve New Speed Limits on Lockeford Street ~~from~~ 150 Feet East of Stockton Street to Cherokee Lane

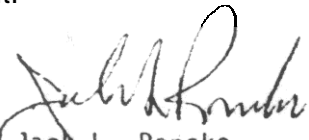
MEETING DATE: May 20, 1992

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution amending the Traffic Resolution #87-163 to approve the proposed speed limit changes on Lockeford Street from 150 feet east of Stockton Street to Cherokee Lane. a distance of 2.180 feet, ~~from~~ 30 mph to 35 mph.

BACKGROUND INFORMATION: Due to the unusually high number of speeding citations issued and the nature of the street, the Municipal Court requested Public Works to restudy a portion of Lockeford Street. Public Works recently updated the engineering and traffic studies for this area. These studies were **performed** following the State of California Department of Transportation (Caltrans) guidelines in accordance with California Vehicle Code Section 40802. The attached engineering and traffic study **includes** measurement of prevailing speeds by a radar survey, review of unexpected conditions to the **driver**, and accident data. Staff recommends increasing the existing 30 mph speed limit to 35 mph from 150 feet east of Stockton Street to Cherokee Lane. The 85th percentile speed of the radar speed studies supports this **recommendation**.

FUNDING: Street Maintenance Account.

  
Jack L. Ronsko  
Public Works Director

Prepared by Tom Cartwright. Traffic Engineering Assistant

JLR/TC/lm

### Attachments

cc: City Attorney

APPROVED: 

THOMAS A. PETERSON  
City Manager

See next page

CC-1

May 1992

SPEED ZONE REPORT - Lockeford Street (Church Street to Cherokee Lane)

- **REFERENCE** - Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802(b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.
- **STUDY**

Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are prevailing speeds, unexpected conditions to drivers, and accident records.

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring **motorists'** speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the **community**, engineering judgement **may** indicate the need for a further reduction of five miles per hour.

Four radar surveys were performed and the 85th percentile ranged from 33 to 35 mph as **shown** below:

<u>Lockeford Street</u>	<u>Eastbound</u>	<u>Westbound</u>
Church Street - Cherokee Lane	33-34 mph	33-35 mph

Unexpected Conditions

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits **below** the 85th percentile are warranted. The following factors were considered: roadway design speed, safe **stopping** sight distance, superelevation, shoulder conditions, profile **condition**, intersection spacing and offsets, **commercial** driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

A portion of the north and south side of Lockeford **Street**, between Sacramento Street and Cherokee Lane does not have sidewalk. **It** is not **recommended** to further reduce the speed limit due to sidewalk condition; however, **it** was considered in the overall recommendation.

### Accidents

Accident records of the two most recent years were considered in determining speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM) and ranged from 4.5 to 20.1 ACC/MVM. The average city-wide accident rate is 4.7 ACC/MVM. The segment between Church Street and 150 feet east of Stockton Street has a high accident rate due to the high number of accidents at Lockeford Street and Stockton Street. This intersection meets Caltrans guidelines for a traffic signal and is on the City's Signal Priority List. It is recommended that the speed limit of this segment remain at 30 mph.

### CONCLUSION

#### Church Street to 150 feet E/Stockton Street

Based on the 85th percentile speeds observed in the field, described conditions not apparent to the driver, and accident data, the posted speed limit of 30 mph is appropriate.

#### 150 feet E/Stockton Street to Cherokee Lane

A posted speed limit of 35 mph is appropriate between 150 feet E/Stockton Street and Cherokee Lane in accordance with the 85th percentile speed, unexpected conditions and accident data.

The table below shows the recommended speed limits:

<u>LOCKEFORD STREET</u>	<u>EXISTING</u>	<u>RECOMMENDED</u>
Church Street - 150 feet E/Stockton Street	30 mph	30 mph
150 feet E/Stockton Street - Cherokee Lane	30 mph	35 mph

  
Jack L. Ronsko  
Public Works Director

RESOLUTION NO. 92-98

=====

A RESOLUTION OF THE LODI CITY COUNCIL  
APPROVING SPEED LIMIT MODIFICATION ON LOCKEFORD STREET FROM  
150 FEET EAST OF STOCKTON STREET TO CHEROKEE LANE, THEREBY AMENDING  
TRAFFIC RESOLUTION NO. 87-163

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RESOLVED. that the Lodi City Council drer hereby approve the proposed speed limit changes on Lockeford Street from 150 feet east of Stockton Street to Cherokee Lane, a distance of 2,180 feet, from 30 miles per hour to 35 miles per hour, as shown on Exhibit A attached hereto; and

BE IT FURTHER RESOLVED, that City of Lodi Traffic Resolution 87-163, Section 7 - Speed Limits is hereby amended by changing the speed limit from 30 miles per hour to **35** miles per hour on Lockeford Street from 150 feet east of Stockton Street to Cherokee Lane, a distance of **2,180 feet**.

Dated: May 20, 1992


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I hereby certify that Resolution No. 92-98 was passed and adopted by the Lodi City Council in a regular meeting held May 20, 1992 by the following vote:

Ayes: Council Members - Hinchman, Pennino. Sieglock and  
Pinkerton (Mayor)

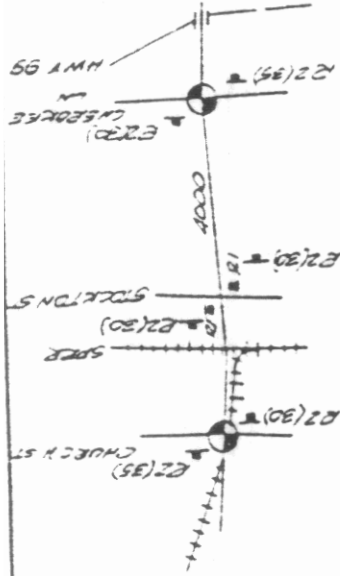
Noes: Council Members - None

Absent: Council Members - Snider

  
Alice M. Reimche  
City Clerk

## ENGINEERING AND TRAFFIC SURVEY

SEE NARRATIVE FOR



### LOCKEFORD ST

#### SPEED TABLE

ROADWAY WIDTH

NO OF LANES

MEDIAN (TYPE)

TRAFFIC SIGNAL DATA

AVERAGE DAILY TRAFFIC

OBS SPEED - CRITICAL 85<sup>TH</sup> W/3

- PACE (%)

- MEDIAN 50<sup>TH</sup> W/3

- PACE (%)

- MEDIAN 50<sup>TH</sup> W/3

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- PACE (%)

#### EXISTING SPEED ZONE

#### PROPOSED SPEED ZONE

#### LEGEND

— SIGN LOCATION

R1 — STOP SIGN

R2(1) — SPEED LIMIT SIGN

R39 — FIELD SIGN

C — INSTALLATION C

(SCHOOL 25 MPH)

(SCHOOL 25 MPH)

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## CITY OF LODI



PUBLIC WORKS DEPARTMENT

## LOCKEFORD ST

CHURCH ST - CHIEHOKEE IN

SPEED  
ZONE  
SURVEY

86 B 004

APPROVED BY

PAGES THREE DIRECTOR

DATE

ACCIDENT RATE - M/V./MILL. VEH. MI.

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